

SECRETTRIP REPORT

Consolidated report on a TDY trip by

25X1 [redacted] 25X1
 [redacted] 22 February through 27
 March 1951.

25X1 1. On 22 February 1951, [redacted] of the Operations Branch, 25X1
 [redacted] of the Engineering Branch, all 25X1
 of the Communications Division, OSO, left for [redacted] 25X1
 They arrived there on 26 February 1951. The purpose of the [redacted] stop
 was to receive and place in storage mobile radio station number two which had
 been shipped by sea from Norfolk, Virginia. [redacted] was also to informally
 look around this area for possible sites on which there might be constructed
 a large CIA radio station sometime in the future. 25X1

25X1 2. Upon arriving, [redacted] was met by the officer of the day who asked
 25X1 him to report to Lt. Comdr. W. L. Adair, the supply officer for the Naval Air
 Activity (NAA) [redacted] and then to Lt. Comdr. B. F. Jones, administra- 25X1
 tive officer for the NAA.

3. Lt. Comdr. Jones quickly arranged to have [redacted]
 made comfortable in adequate though crowded quarters and obtained full officer's
 privileges for them at the Senior Officer's Quarters. [redacted] was introduced
 to Lt. (SG) Grey and Lt. (SG) Hanstrom of the Navy Communications Center and 25X1
 arrangements were made for the transmission and reception of any dispatches
 that might be necessary.

25X1 4. Lt. Comdr. Adair introduced [redacted] to Navy Chief 25X1
 Thies and explained that Thies would handle our equipment as it came off the
 ship at [redacted] The [redacted] on which our four 20 ton deisel trucks,
 four 20 ton trailers, and 8 tons of preservative were loaded, was due in [redacted]
 [redacted] on schedule on the afternoon of the 1st of March. Adair showed
 [redacted] the two Dodge Power Wagons which had arrived about one month earlier
 on [redacted] from Norfolk. He said these vehicles had come in with no instruc-
 tions and had been put in temporary storage by Transportation. Adair had later
 discovered this fact and had taken custody of them. They were in good condition
 except for a few badly rusted areas on the body and chassis. The rust indicated
 they had more than likely been deck loaded on the LST. 25X1

25X1 5. The remainder of this week was spent making arrangements with Adair
 for the handling and storage of the equipment when it arrived on 1 March. Adair
 proved a little difficult to see as he was extremely busy with many other prob-
 lems. He introduced [redacted] to the Transportation Officer, Lt. (JG) Gilcrest
 who in turn introduced us to Lt. (SG) Shirley who was to relieve Gilcrest in
 another week or so. Gilcrest issued unrestricted drivers licenses to [redacted]
 25X1 [redacted] an unrestricted trip ticket and set of license
 plates for one Dodge Power Wagon, and assigned two of his deisel drivers to assist
 in transporting the truck-trailers from [redacted] on 2 March.

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6. The exact location for storage of the vehicles was selected with the personal aid of Adair. In doing so Adair pointed out two possibilities. One spot (Spot A) was within a fenced enclosure and along the outside wall of one warehouse. As the warehouse was full, no space was available inside. Much of the space within the fenced enclosure was also occupied by crated aircraft engines, barrels of oil, cylinders of gas, etc. The storage of our vehicles in the spot would take up the remainder of the useable storage space within the fenced in area. Another spot (Space B) was about 200 feet east of Space A and on the edge of the airfield. Space B was chosen by [] for the 25X1 following reasons:

a. Space A was very crowded and it was apparent that our equipment would be a continuous nuisance to Adair. Space B was not crowded and, in fact, would be occupied only by our vehicles.

b. It could not be assured that our vehicles would not have to be moved at a future date if stored in Space A. It was virtually certain that such a move would never be necessary from Space B.

c. Space B, though not within the fenced enclosure, will afford the same or better security to the storage project as would Space A. This is because Space B is in an area removed from general supply activity and is posted with "Restricted, Keep Out" signs. Thus the local native help never goes into this area. At night the area at Space B is patrolled constantly by very alert and tough Marine guards who challenge everything that moves and shoot to kill if their challenge goes unanswered. Also four Navy jet aircraft are parked on a hardstand about 500 feet away. These jets are guarded unusually close.

7. Space B is shown in the attached drawing. This space is slightly over 400 feet from the north-south runway. The ground is turfed, level meadow and well drained. It becomes a little muddy during heavy rains and cannot be driven on under these conditions. During average dry weather the ground is very firm. 25X1

8. On the 2nd March [] to receive the truck-trailer equipment as it was unloaded from the []. The drive took 2½ hours. During that afternoon and the next morning and early afternoon the vehicles were unloaded taking a total working time of about 15 hours including the time required to remove other items loaded on top of and around the vehicles. All vehicles came off with no mishaps and virtually no damage. The batteries were very low in two trucks and one tire was flat, otherwise the vehicles seemed to be in good running condition. 25X1

9. Except for slight engine trouble in one truck the convoy trip to [] was uneventful. The meadow at the storage space was dry and the vehicles were parked with no trouble whatsoever. The two Navy diesel truck drivers were very good and contributed valuable assistance in getting the convoy together and

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moving it to []

10. Work was started the following week on preserving the vehicles for storage. [] were hindered considerably for the next two weeks by lack of authority to requisition supplies from the Navy on a reimbursable basis. Headquarters was to have sent along this authority prior to [] departure on 22 February and nothing was heard at [] until 16 March. During this time Navy tried hard to cooperate but were definitely holding back since there was some doubt about money to pay for such items as lumber to block up the vehicle wheels, paint, gasoline and oil, and other minor items which amounted to an appreciable sum of money when added in together. [] sent two dispatches to the Home Office via Navy Communications on this subject before results were obtained.

11. The Navy seemed to have most everything required and after the reimbursement system was set up and authorized there were practically no problems in this respect. It was necessary to plan the work so that no contacts required with the Navy on weekends as they were not available from 1630 Friday night until 0800 Monday morning. [] worked as usual on Saturday and about 4 hours on Sunday.

12. While at [] called on Commander Schmidt, CO of the Naval Communication Activity. Comdr. Schmidt was queried about possible sites in this area. He gave [] very little information on this subject beyond saying that there was a considerable amount of flat land in the area but that it was difficult to procure from [] land owners. Schmidt seemed very much in the dark about how the Navy and CIA fitted together in the overall picture. He definitely would not begin to commit himself and asked [] to talk with Capt. Clark, who was in charge of all Naval Activity in []. Schmidt agreed to set up a meeting between Clark and [] but before this could be accomplished Clark was called to Paris. As he did not return before [] departure for his next stop, [] the meeting was not held.

13. During the [] stay, [] met Lt. Col. E. G. Houghton of Air Force Communications who invited [] to visit him at his [] headquarters. Houghton was on TDY out of the Pentagon and was in [] as Communications Officer for General Hamilton's Air Force team which was negotiating for Air Bases in []. A complete report of [] contacts with Houghton and a meeting with General Hamilton is contained in a separate TOP SECRET memorandum.

14. [] on a special MATS flight at 0330, 16 March and flew to []. All regularly scheduled MATS flights between [] and [] had been cancelled on 1 March. [] were left at [] to complete the preservation work.

15. [] was given a draft of a memorandum by [] which he was to go over with Comdr. Adair. This memorandum was to be a statement to be signed by Adair and [] covering the following points. That at the time of completion of the storage and [] departure:

a. The vehicles were stored in a manner satisfactory to Adair.

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b. Adair has been a witness to the fact that the storage consists of 4 deisel trucks, four full trailers, and 2 Dodge Power Wagons.

c. Adair holds the keys and combinations to the locked vehicles.

d. The physical security involving the equipment is satisfactory to [] and that if it decreases or if damage occurs to the vehicles, the NAA will notify CIA as soon as possible.

16. [] was to attempt to get all four points attested to by either Adair or the CO of the NAA.

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